



THE CLUB CAR



Bulletin 728

Pacific Locomotive Association, Inc.

April 2024

Clover Valley Lumber Company 100 Year Celebration



Chris Hauf photograph

Clover Valley #4 still looking lean and ready for another 100 as it rolls along Highway 84 west of Sunol.

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It is not often one gets to celebrate the 100th birthday of someone or something. In March 1924, the Baldwin Locomotive Works turned out of its Philadelphia facility a logging mallet with builder's number 57864, our Clover Valley Lumber Co. #4. Last month we found ourselves 100 years from that March 1924 build date, so we took the unique chance to celebrate and celebrate we did! With press releases sent to local papers and tv

stations by yours truly in my marketing role in hopes of garnering some more publicity for our efforts and 2024 rides, we decided to have a simple event with a few speeches, a little birthday cake provided by our own Doug Debs, and a few short free rides between Sunol and our Brightside yard to celebrate.

Since we never complain about rain as the water is always needed, we found ourselves with a rather wet day,

Clover Valley #4 continued on Page 8

OUR MISSION: To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California

NILES CANYON RAILWAY

MEETINGS

NEW MEETING LOCATION!

Member's General Meeting

**APRIL 12
5:30 PM**

Board of Directors Meeting
following the Member's Meeting

In-person & Teleconference
at the
Veterans Memorial Hall
37154 2nd St, Fremont, CA
(corner of 2nd St. and E St. in Niles)

CLUB CAR SUBMISSIONS

The deadline for submitting articles and photos for next month's issue of The Club Car is the

20th OF THIS MONTH

Submit articles in **WORD** text format.

Submit photos in jpg format

Send email to:

clubcar@ncry.org

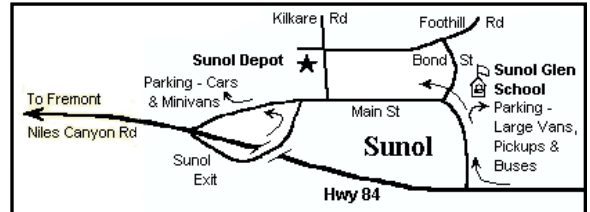
A **WORD** file with the photo number, description of photo and identifying the people in them

IS REQUIRED.

BOARDING LOCATIONS

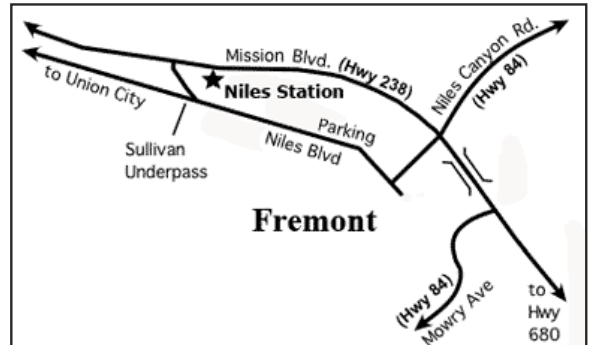
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



===== BOARD OF DIRECTORS =====

| | | |
|----------------------|-------------------|----------------|
| President | Henry Baum | (925) 447-7358 |
| Vice President | Jim Evans | (650) 697-9033 |
| Recording Secretary | Matt Petach | (925) 860-4296 |
| Membership Secretary | Rich Alexander | (510) 508-0503 |
| Treasurer | Pat Stratton | (650) 888-8619 |
| Director-At-Large | Justin Legg | (510) 717-4944 |
| Director-At-Large | Warren Haack | (650) 726-7952 |
| Director-At-Large | Patrice McDonald | (408) 772-9278 |
| General Manager | Stephen Barkkarie | (510) 368-1733 |

===== DEPARTMENT HEADS =====

| | | | |
|------------------------------|------------------|-----------------------------|-------------------|
| Brush Cutting..... | Mark Whitman | New Member Orientation.... | Glenn Fountain |
| Car Department..... | Dennis Mann | Operations Manager..... | Dexter Day |
| Charter Agent / Docents..... | Jim Evans | Public Relations..... | Henry Baum |
| Chief Engineer..... | Mike Strider | Road Foreman of Engines.. | Kent Hedberg |
| Club Car Editor..... | Barry Lependorf | Security Department..... | Jim Evans |
| Commissary..... | Doug Debs | Signal Department..... | Curt Hoppins |
| Crew Caller..... | Jackie Vlasak | Station Agent - Sunol..... | Donna Alexander |
| Gift Shop..... | Patrice McDonald | Steam Department Head.... | Alan Siegarth |
| Hazmat Manager..... | Doug Debs | Steam Hosteler Training.... | Jeff Schwab |
| Marketing Manager..... | Chris Hauf | Technology..... | Matt Petach |
| Member Communication..... | Linda Stanley | Train Master..... | Mark Miller |
| Museum Curator..... | Dennis Mann | Volunteer Coordinator..... | Ed Best |
| | | Yardmaster..... | Stephen Barkkarie |

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515 .

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

The Pacific Locomotive Association, Inc. is an IRS Code 501(c)(3) non-profit charitable organization. Donations are tax deductible to the extent allowed by law.

The PLA's Federal Tax ID is 94-6130878, the State of California Tax ID is 0501445.

General Meetings are held on the 2nd Friday of each month except December at 5:30 p.m. at the Veterans Memorial Hall in Niles at 37154 2nd St (corner of 2nd St and E St). Members, Sponsors & Guests are welcome.

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Views expressed herein are those of the author unless specifically noted by the editor as official policy.

The Pacific Locomotive Association is a member of the HeritageRail Alliance (HRA).

NILES CANYON RAILWAY

APRIL ACTIVITIES

| | | | | | |
|----------|----------|-------------------------------|---------------|-----------------------------|--------------|
| April 5 | Friday | School Train | Sunol | 10:00 am - | Alexanders |
| April 6 | Saturday | MoW Building East | Sunol | 8:00 am - | Mike Strider |
| April 6 | Saturday | Public Speeder Rides | Niles | 9:00 am - | Bob Pratt |
| April 12 | Friday | General Meeting | Veterans Hall | 5:30 pm - | Henry Baum |
| April 13 | Saturday | Regular Operation | Sunol | 10:30 am & 1:00 pm | |
| April 14 | Sunday | Regular Operation | Sunol | 10:30 am & 1:00 pm | |
| April 16 | Tuesday | M200 Charter | Sunol | 10:00 am - | Jim Evans |
| April 19 | Friday | School Train | Sunol | 10:00 am - | Alexanders |
| April 20 | Saturday | Regular Operation. | Sunol | 10:30 am & 1:00 pm | |
| April 21 | Sunday | Regular Operation. | Sunol | 10:30 am & 1:00 pm | |
| April 28 | Sunday | American Cancer Society Train | Sunol | 10:30 am, 12:30 pm, 2:30 pm | |

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 1,930 volunteer hours for the month of January. Volunteer hours should be reported to Charlene Murrell @ volunteer-hours@ncry.org. Train Crew hours will continue to be collected directly from the log sheets. Please PRINT CLEARLY!

Administration

Bob Bradley
Bob Pratt
Charlene Murrell
Charles Franz
Chris Hauf
Curt Hoppins
Dexter Day
Don Gholson
Donna Alexander
Ed Best
Henry Baum
Jackie Vlasak
Joe Scardino
Kent Hedberg
Mary Asturias
Matt Petach
Patrice Warren
Pat Stratton
Rich Alexander
Steve Barkkarie

Archives & Library

Brian Hitchcock

Car Department

Dexter Day

Car Department

Bob Pratt
Brad Jones
Bruce Burke
Chris Hauf
David Hipple
Dennis Mann
Ed Best
Gabriel Gleeson
Howard Wise
Joan Weber
Linda Randolph
Marshall Williams
Matt Petach
Norm Fraga
Phil Stone
Ron Thomas
Sarah Fritz
Sue Thomas
Tim Flippo
Tom Crawford
Tom Stone
Wesley Van Osdol

Commissary

Bob Bradley
Bonnie Harrington

Commissary

Dan Mills
Doug Debs
Jacques Verdier
Jack Harrington
Sally Mills
Sue Thomas

Docent

Jim Evans
Ryan Dong

Electrical & Signals

Bent Christenson
Curt Hoppins
James Stewart
Sarah Fritz
Stephen Knoeck

Facilities

Bob Bradley
Joe Romani
John Zielinski
Wesley Van Osdol

Gift Shop

Charlene Murrell

Gift Shop

Patrice McDonald

Mechanical

Alan Siegwarth
Art Randall
Bill Stimmerman
Bob Pratt
Bruce Burke
Charles Franz
Chuck Kent
Dylan Olson
Gerald DeWitt
Gerry Feeney
Henry Chandler
Jeff Haslam
Jeff Schwab
Karl Swartz
Linda Stanley
Sarah Fritz
Steve Jones

MOW & Track

Adam Weidenbach
Barry Lependorf
Bob Pratt
Bob Moore

MOW & Track

Chris Campi
Greg Gleeson
Mike Strider
Pat Stratton
Ron Thomas
Stephen Knoeck
Steve Van Meter
Wesley Van Osdol

Other

Barry Lependorf
Bev Patterson
Brooke Murphy
Dee Murphy
Dennis Mann
Jeff Haslam
Lou Bradas
Peter Bradas
Linda Stanley
Matt Petach
Patrice Warren
Randolph Ruiz
Sarah Fritz
Sierra Murphy
Stephen Knoeck
Steve Jones

Other

Tim Flippo
Zonker Harris

Train Crew

Doug Vanderlee
Liam O'Leary
Mason Denton
Peter Savoy
Sanjay Bhandari
Stephen Barkkarie
Tim Flippo

**Railway Workers
Protection Class**

**April 13
at
9:00 am**

in the Whitehouse

to sign up for this class
email:
traincrews@gmail.com

There is NO online
signup.

President's Report

Henry Baum - President

April is the month to think about taxes. Taxes are monies paid to government entities in return for an expected benefit. At various levels, these taxes are the primary source of revenue for most governments. This money is spent to improve and maintain public infrastructure, including the roads we travel on, and to fund public services, such as schools, emergency services, and welfare programs. Some are obvious, like property taxes and the ever-popular income taxes. But many other taxes are disguised as fees. We as private citizens pay a lot of taxes and fees. The Pacific Locomotive Association Inc. (PLA) has been deemed to be tax exempt by the Federal Government, so there are many taxes we don't have to pay.

The Internal Revenue Service (IRS), in an official determination letter received on October 4th, 1966, has deemed the PLA to be an IRS 501-(c)(3) non-profit Community Benefit Organization (CBO) and has granted us the coveted tax-exempt status. So, let's clarify some terms for the class (or as my kids would say if I turned on PBS shows like

NOVA on the TV – "No School TV! We have already been in school today!")

A non-profit organization (or just non-profit) is an entity, usually a corporation, that is created and operated for charitable or socially beneficial purposes rather than to make a profit. That is the reason that the PLA was registered as a California Corporation in December of 1965 and as the organization met the criteria for the General Non-Profit Corporation Law of the State of California. That also means that the PLA does not contemplate pecuniary gain or profit to the members thereof and is organized solely for non-profit purposes.

A Community Benefit Organization (CBO) is a public or private nonprofit organization of demonstrated effectiveness that is representative of a community or significant segments of a community; and provides educational or related services to individuals in the community.

Without a doubt, the PLA has existed as a non-profit CBO for 58 years. While some inside the organization as well as outside the organization can quibble over the benefits we provide to the community ("We don't do enough!" and "We do too much.") the feedback over the years from members of the community is that the PLA provides an amazing benefit to the Bay Area, the state of California, and even the USA as a whole.

501(c)(3) refers to the section of the Federal Tax Code that defines a nonprofit organization that has been recognized by the IRS as being tax-exempt by virtue of its charitable programs. That designation is also recognized by all subordinate tax codes (with a few exceptions) that makes us exempt from State and Local taxes as well.

So that designation has been very significant and must be protected by all the actions of the PLA, its members, and its Board of Directors. We have done a great job for almost 60 years protecting that status. It was important

when our annual income was \$75,000 in a great year. It became even more important when our annual income went over \$1,000,000 a year.

But there is another benefit to the 501(c)(3) status that is probably just as important as being tax-exempt. That status also means that all donations (from any source – private individuals, corporations, and grants) are TAX-DEDUCTIBLE. The donor can treat the value of the donation as a means for reducing their taxable income for the year. Our tax-exempt status gets transferred to the donor for the value of their donation. The PLA provides a donation letter for the donor's tax records for significant donations that might arouse IRS scrutiny. But basically, the donation amount is not taxed twice – not for the donor, and not for the recipient (PLA). That is actually a double hit to 'the community', which is why 'the community' has to continue to feel we are worthy of that specific discrimination.

We are tax-exempt regarding income. We are NOT tax-exempt when we spend the money we bring in. We pay sales tax on every dollar we spend. And we pay the taxes of others when we pay the prices for their products or services – they pass their tax expense down to us. As the inevitability of having paid staff for our Museum development in Niles, we will also begin paying all the sundry payroll taxes for our employees. No such cost for volunteers, luckily.

Well now my brain hurts thinking about all of that, so I will leave it there. And to relax by working on my 2023 tax documents before the 15th.

If you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org. I REALLY want to hear your thoughts on what we should be doing to move the organization forward.

Respectfully submitted
Henry Baum

RECERTIFICATION CLASS

MAY 4 & 5, 2024

FOR TRAIN AND ENGINE CREWS

**HELD AT THE WHITE HOUSE
9 AM TO 2 PM**

BRING YOUR RULE BOOK

RECERT TEST

LUNCH WILL BE PROVIDED

RESERVE A DATE

**email:
traincrews@gmail.com**

NILES CANYON RAILWAY

RECERTIFICATION CLASS MAY 4 & 5, 2024

FOR TRAIN AND ENGINE CREWS

RESERVE
A
DATE

HELD AT THE WHITE HOUSE
9 AM TO 2 PM

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DATE

BRING YOUR RULE BOOK

RECERT TEST

LUNCH WILL BE PROVIDED

email:
traincrews@gmail.com

Membership Report

Rich Alexander - Membership

New members:

Christopher Beniston; Leah Beniston; Desmond Burton; Deidre Callahan; Robert Courtenay; Daniel Devine; Merritt Devine; Brandon Divelbiss, Jr.; Katsuhiko Emori; Niko Emori; Noboru Emori; Tomomi Emori; Yasmin Fernandez; Elliott Gossell; Kaethe Langs; Kelsey McIntosh; Jose Raya; Logan Salinas; John Siebert.

If you see any of these new members around the railway please give them a welcome and show them around.

As always if you are renewing your membership, please use the online method first. If you have any problems you can always send it in by mail to:

PLA/NCRy
Membership Secretary
PO Box 515
Sunol, CA 94586-0515

Rich Alexander
Membership Secretary

How to join or pay your dues

Pacific Locomotive Association

Yearly Membership Dues:
Primary \$48

Second adult \$24,
Child (under 18, \$12

Payments can be made on-line through
ncry.org

or by check mailed to:

Membership Secretary
Pacific Locomotive Association
P.O. Box 515, Sunol, Ca 94586-0515

Ride the Rails Relay For Life Sunday April 28, 2024



Join the 13th Annual Niles Canyon Railway Team Event ☆ ☆

Boarding from Sunol Depot
6 Kilkare Rd., Sunol, CA
Departures:
10:30am-12:30pm-2:30pm



All proceeds benefit the American Cancer Society
Train and crews donated by Niles Canyon Railway



Tickets can be purchased online at ncry.org

Adults \$25.00, Children \$15.00

Questions? 510-996-8420

Handicap and wheelchair accessible.

Snacks and beverages are available for purchase on the train.

Bring a picnic lunch to eat on the train or at the park.



Along the Right of Way

Stephen Barkkarie - General Manager

Looking back, March certainly came in like a lion because the Birthday celebration for the Clover Valley #4 was met with chilly temperatures and sheeting rain. The postal service uses a motto about rain and sleet and dark of night etcetera, but I believe they took the idea from railroads. Our stalwart steam department braved the elements to pilot our scrubbed and polished "Mallet" compound beauty to the party at Sunol station to celebrate her centennial anniversary. (Though the rain made it hard to appreciate the primping, I felt it never looked so good.) The crowd who met her at the station were few in number, but they were hearty and enthusiastic because they know that a steam engine never looks as impressive as when it's cold and wet. The plume from the stack billows upward powerfully, steam blasts sideways from the drive cylinders and the rain falling on the hot boiler adds an ethereal mist around the engine. Standing on the platform umbrella in hand, staring down the tracks into the gloom, then hearing the echo of a steam whistle up the canyon as the rhythmic chugging builds, will bring a chill to your spine beyond a brisk morning. As it pulls up to the platform you feel a welcome warmth and hopeful feeling that soon you will be out of the weather and on the way to your destination. It was certainly worth braving the conditions to get a free ride behind a classic steam engine and it was the first time I had ever seen the engine running with the doors and windows closed giving it a unique aspect like an autonomous beast prowling the track. Very interesting.

Enough nostalgia for now. In other happenings the PLA received a generous donation of concrete crossing panels and concrete crossties from Conquest contractors in San Jose. They are working a job for the VTA light rail involving track repairs



Stephen Barkkarie photograph

Clover Valley #4 steaming into Sunol.

and upgrades at numerous stations along the line throughout Santa Clara County. This is the same company who is donating recycled ballast to NCRY. This donation of materials is perfect for an "at grade" track from the East

Niles platform turnout to the proposed storage tracks in the future "Exhibit Hall" North of the mainline stretching all the way to Mission Blvd. This would open up the area for a display track without cutting off access to the Train

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Stephen Barkkarie photograph
Brightside M 601 repair enclosure framework.

of Lights for passengers. Along those lines, we have begun a project to remove the dilapidated fence near the historic "bathhouse" foundation (from the old SP days) to improve the grade separation and to expand parking capacity closer to the platform. This change will make the job of parking cars easier and more convenient for our riders. (It will also tidy up the appearance of the station.)

MOW has begun placing the donated ballast along the mainline along the platform. This area was built with minimum ballast all those years ago because of the cost of rock and, over the years, the ends of the ties have been exposed as the rock settles. The ends are now full, and the walkways are fully ballasted. We also now can ballast and tamp the West leg of the

Wye track. Something we have needed to do for years.

By the time this Club Car comes out we will have laid Track on the East side of Happy Valley Bridge and begun the next push toward Pleasanton. Also, the Mainline tamper from Railworks (formerly H&H Engineering) will have finished profiling the section from Verona Station to the bridge. Another step toward our goal is coming together with Caltrans to finalize plans for the repair of flood damage under the HWY 680 overpass. (We have been working on this for several years now and it looks like it will finally go out to bid.)

Around Brightside yard repairs and restorations are moving forward on many projects in several departments. The Wednesday Warriors are busy with replacing the Southeast door on the All-Day Lunch, repairing dry rotted windows in the A&E Combine and repainting one of the freight doors, and beginning the restoration of the Ladies room in the SP articulated coach. Window work on the Ranch car is picking up speed and may soon catch up with the exterior metal repairs. Another commuter coach, the SP2154 has been brought out of moth balls to get cleaned up for use as a paint shop. It is coupled to the SP315 in the yard and will be handy for window painting and storage while metal repairs are taking place. And once the windows are done, the car will be a blank slate for its own restoration. A real win-win. The Alco 1218 locomotive was recently brought to life with a jump start from the SP1423 with the intention of finding a pesky short that is preventing



Stephen Barkkarie photograph
Donated concrete ties at the end of a rainbow.

it from generating drive voltage. Mow backhoes have had worn edges replaced and work has taken a leap forward on the M 601 repair enclosure. Things are really moving and shaking for this early in Spring.

Several charters have come in for the near future with requests for steam, diesel, and the M200 railbus has received multiple reservations. We are running school trains as well and crew sign-ups are keeping pace nicely. We always have lots of things going on and can always use an extra set of hands. Be sure to look at the website and check your E-mail list for opportunities. You too can become a part of history.

Stephen Barkkarie.
General Manager



E-COUPLING INFORMATION

Website: <http://www.ncry.org>

Email: To Join Members Email List, send an Email to: info@ncry.org

Twitter: [@toots4ncry](https://twitter.com/toots4ncry)

Facebook: <http://www.facebook.com/NilesCanyonRailway>

YouTube: <http://www.youtube.com/user/NilesCanyonRailRoad>



NILES CANYON RAILWAY

Clover Valley Lumber Company 100 Year Celebration

Continued from Page 1

however, that did not dampen the spirits of the members, guests, friends and media that came out to celebrate with us. With the event planned to start at 10:30AM, the #4 was hot and in Sunol before 9AM which gave us plenty of time to prepare. At 10:30AM, we had the #4 pull triumphantly into the station and stop in front of a banner created for the event. Speeches were made alas in the pouring rain by PLA President, Henry Baum, and longtime Steam Department volunteers, Jeff Schwab and Alan Siegwarth. Rides were not planned to start until after lunch, which was also provided by Doug, however, since the rain was not stopping, a quick change of plans was made to load everyone up and make a trip west to Brightside.

We had some more people arrive to take a ride through the early afternoon, but the rain kept many away. Still, all of the volunteers on hand had a great time taking the #4 both west and east of Sunol on several runs which included the regular weekend excursion train set along with Pickering caboose #04 tacked on the rear.

Overall the event was a success. We want to thank the Tri-City Voice, The Independent, and the Pleasanton Weekly for their coverage of the event in their respective papers. TSG Multimedia was on hand to document the event and a resulting YouTube video should be available by the time you read this. We had some follow-on coverage from a local TV station also and hope to be able to see those results soon. We also want to thank all the volunteers from the different departments for helping us get this event together in just a few weeks as it was a bit of a last-minute decision to do it. From Gift Shop to Commissary to our Ticket Agents to our Marketing Department to our Steam Department and beyond, it was a real team effort and a very enjoyable few hours which has brought dividends with sold out



Chris Hauf photograph

#4 rolls its train just west of Brightside yard during its 100th birthday month which featured three days of regular public operations along with its special birthday celebration.



Chris Hauf photograph

As a giveaway to all riders during the birthday event and during March's regular operations, Chris Hauf designed a souvenir builder's card using the Baldwin builder's photo and the builder's photo envelope info on the back.



Chris Hauf photograph

For the 100th Birthday Celebration, Chris Hauf designed a special ticket for all riders which were punched with a clover punch while on board. The stations were taken from a early 1900s Southern Pacific timetable.

NILES CANYON RAILWAY

Clover Valley Lumber Company 100 Year Celebration



Chris Hauf photograph

For an added bonus during the #4's 100th Birthday celebration, the crew tacked Pickering caboose #04 to the rear of the train. It looked great as it passed along Highway 84 in the rain that was on and off all day long with Jeff Schwab and Alan Siegwarth on the rear platform.



Chris Hauf photograph

Reflecting on 100 in Sunol.



Jim Evans photograph

Henry Baum, PLA President, welcomes crowd to Clover Valley #4 birthday event at Sunol Station on March 2, 2024.

steam train rides days in March.

For those who may have missed your chance to ride behind the #4 in March, the good news is that we have steam dates on both April and May. Members can come ride free, but please contact our Station Agent prior to the operations to secure your ticket.

In closing, it is also important to mark that the #4 has now spent more time in preservation with the Pacific Locomotive Association at 51 of its 100 years than it did in revenue service. That itself is quite a milestone for our organization and something we should take great pride in as #4 continues to get the chance to educate and show people what steam powered railroading in California was and is all about. Happy Birthday #4!

Chris Hauf



Chris Hauf photograph

Looking good at 100 splitting the semaphores east of Brightside on the way to Sunol to pick up passengers.

This Month's tale:

YV 107, THE LITTLE BAGGAGE CAR THAT RAN UNDER SEVERAL NUMBERS



NCRY Collection photograph

The YV 107 on the Yosemite Valley railroad.

This is an article about a little baggage car that you wouldn't think it would have had a history as it did. The little car was built new by the Pullman Co. in 1911 for the Texas & New Orleans Railway (T&NO) which was a subsidiary of the S.P. Railroad as car number 193 which was an RPO. The car is a 40 ft. steel Harriman Standard Round Roof Heavyweight SP 40-BP-15. In the late 1920s the little RPO was converted to an RPO/Baggage car. After ending service on the T&NO, the 193 was

sold to the Yosemite Valley railroad in 1938 which was headquartered in Merced, Ca. and the car became YV 107. The little car operated for several years carrying mail, passengers and baggage to Yosemite Valley as it gained in popularity.

As the highways became more developed in the area, the use for the railroad diminished and finally the railroad was abandoned in 1945. The little car was sold to the Virginia & Truckee Railroad in Carson City as

V&T 23. The car ran several years on the V&T before it was once again sold to the Schader Company which was a railroad contractor located in San Francisco, Ca. and was numbered 164. After it completed its purpose for the company, the little car was acquired by the PLA in Richmond Ca. in September 1968 and became the first piece of passenger equipment that was acquired by the PLA.

After having work done on the car, the car went through a restoration

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



YV 107 behind engine heading to East.

to restore it back to the way it was when it ran on the Yosemite Valley railroad and became YV 107 again. As the PLA operation grew, the little car found itself put in service as the gift shop coupled to the All Day Lunch car at Point Molate Beach Park for the Sunday Operation. After Castro Point was closed down, the YV 107 went into storage at Oakland Terminal Railway. As equipment was being moved onto the NCRY, the YV 107 was moved onto the railroad and placed into storage. For the past several years the car has been moved in and out of various storage tracks at Brightside. Today the YV 107 is coupled to its old running mate the YV 330 which the two ran together during their stay on the YV railroad. Wes Swift is the owner of the YV 330 and is doing a great restoration on the car. The YV 107 is coming up on a restoration inside and out. It would be great to see those two running together again. The YV 107 will need some tender loving care to be able to walk

Continued on next page



Al Schwoerer photograph

The YV 107 behind engine heading toward El Portal in 1943.



The YV 107 in train in front of YV330 waiting to depart.



The V&T 23 ex-107 heading down the valley on the Virginia and Truckee railroad.



The V&T 23 in train waiting to depart Reno.



The V&T train heading out of town with V&T 23 behind the engine.



NCRY collection photograph

No. 2 pulls train along San Francisco Bay with YV 107 behind it.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

through it and enjoy it in the way it was on the YV railroad. There are only two ex-SP 40' baggage/mail cars left. The YV 107, which is closest to original as you will get, and a modified car which was SP 475 that was converted to an operational caboose and operated out of the SP yard at Bayshore. The SP 475 is up at Willits, Ca. at the Roots of Motive Power. When the YV 107 is in close to original condition, it would be nice to see it put back on line operating again. With that said, this brings to a close another Tale.

Dexter Day
Operations Manager



Patrice Warren photograph

The YV 107 is on its way toward retirement. Here it is as the gift shop at the beach at Point Molate.

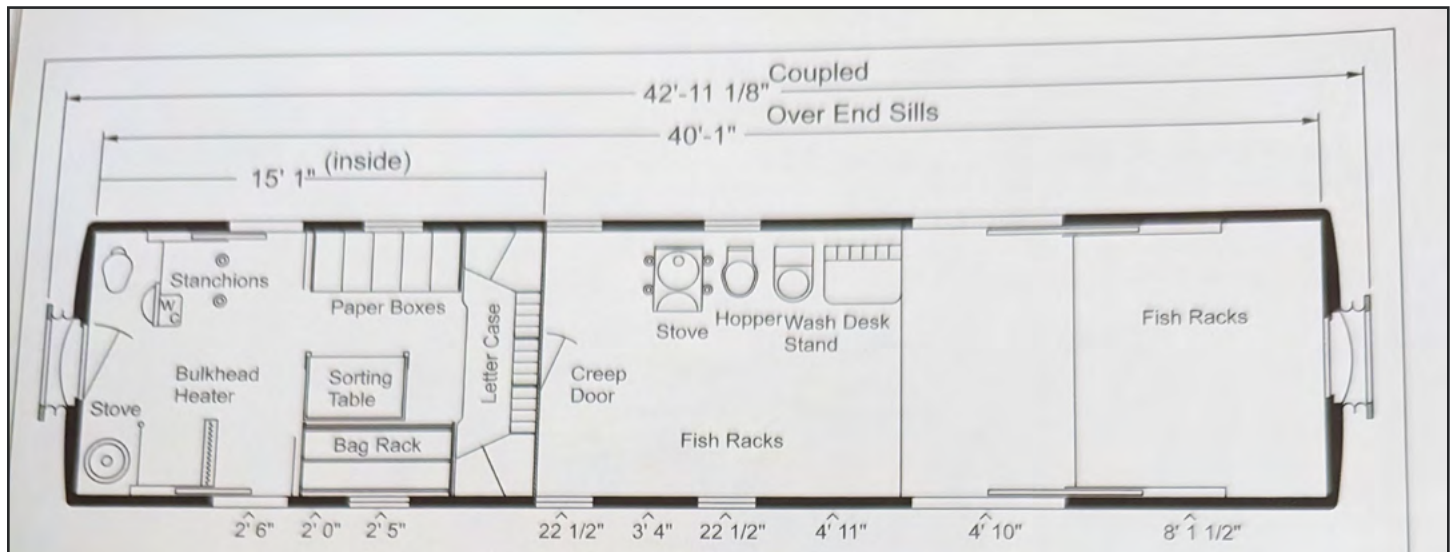


NCRY Collection photograph

Although this is a mail/baggage car, it also has become a junk closet in its down time.



The YV 107 and YV 330 together on the NCRY again from the good days on the Yosemite Valley Railroad. Hopefully we can run them in the near future.



NCRY Collection photograph

This is the Interior diagram of the YV 107. At least what it is supposed to look like.

Yosemite Valley #330 Observation car

A lot has been happening on the Yosemite Valley #330 Observation car. We installed the last lamp, part of a 2 year long effort, and the center one in the 2nd class section of the car. Unlike the other lamps, this lands not in the center of a panel, but rather in the center of the dividing trim.

We are nearing completion of polishing the rear railing, beam work and re-installation. Also, we wrapped up refinishing all the clerestory opalescent glass window, these are packaged and ready for installation when we get some shop time where we can work safely up high.

Another task we're working on is repairing a brass trap door guard, which serves to keep the front right trap door from scratching the side door when lowered. This was damaged when the diner (330) in Yreka decided to install a heating duct through the door and corner post on that side. We are making a pattern for casting at Knight Foundry.

Finally, after numerous complaints that our steps for getting on the car are too high, we are lowering the height of

the first step by 3". I took the pattern for the sides of the step, and lowered each step by 1", but keeping them in vertical alignment. They keep the look and feel of the original, but should make access much easier.

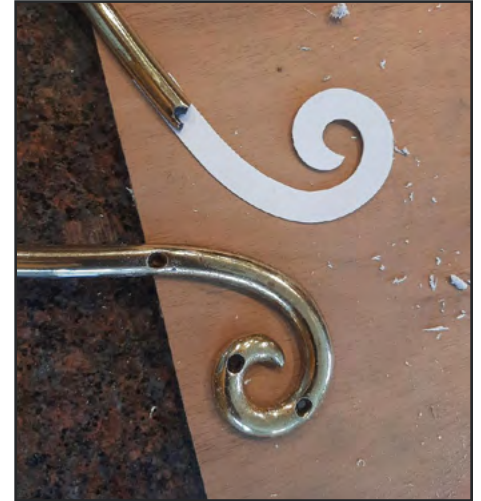
The 330 will be going out on a charter in late May. I've asked the PLA to add



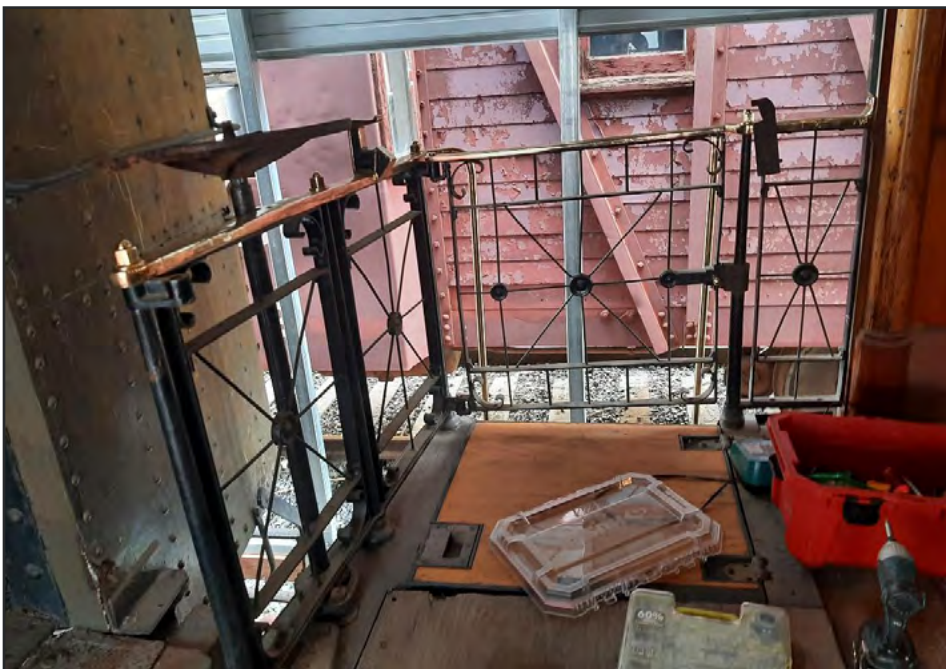
Lights in the 2nd class section. Hard to grasp, but this is only half the car. The 330 is a 69' car of wood construction with iron rods on trusses. Last of the composite car era.

the 330 to the regular Sunday train. If they can accommodate us I will send out an invite to the list so folks can experience the Niles Canyon Railway in style!

Wes Swift



Right front door skid trim had the end cut off when it was a diner in Yreka, California. Renowned for its burgers, the observation deck was popular after Friday night football games.



Popular observation deck is a spacious 10' x 10'. When the 330 ran as a second section of the Train of Lights, at one point 27 people were on the deck at one time.



Pattern for step side bracket with old one below. That 3" gained will make all the difference when loading passengers at both ends.

Treasurer's Report

Pat Stratton - Treasurer

Our Balance Sheet looks very good. Our cash position is just fine. One CD matures in early May; the others are earning us an average of 5% annually while we plan projects for it to fund.

From our Income Statement, on a macro level, we have earned 50% more than we have spent. That is about right since we are currently two-thirds of the way through this fiscal year. We ran both steam and diesel trains in February, earning \$15,755. Donations totaled \$9,300, with one \$7,000 donation and an In-kind Contribution valued at \$1,090. Thank you very much to all of you who contribute, cash or your time and skills, to restore our equipment and maintain our operations.

From our Budget, we have only spent half of what we provided for. If any of you are good at making things happen, we could use a few good project managers to plan, staff, control and complete projects from our to-do list.

February was a light month for expenses. Some of the larger ones included \$1,500 for our water well control system; \$2,750 for the SP9010; \$18,850 for the SP1744; \$2,800 to restore our gift shop inventory after TOL; \$1,400 to re-motor a utility cart; and \$675 on ROW prep for our build east project, set to resume on April 6.

Want Ad... We need a 185cfm air compressor, either a very good used one, or a new one. It may have wheels, but they are not necessary; we will build it into our on-track compressor and tool car. The current engine is a Continental diesel, but the bottom came out of it. If you have one or know about one, let us know. A donation would be magnificent; or we will buy a very good machine. Call me, or General Manager Steve Barkkarie.

Volunteers working on projects for the PLA may find it more convenient to personally purchase a supply or

tool on behalf of the PLA and expect a reimbursement. This can happen, but there are rules to follow. This purchase must be approved in advance by a Board member, the General Manager, or a department head or project lead; and a reimbursement request should be submitted on the appropriate form (available in the Treasurer's mail box in Blake's, Brightside; or by email request to treasurer@ncry.org) to the Treasurer within 30 days of the date of purchase. Timely submission is rewarded with timely payment - usually about 10 days. The form should have a receipt attached, be signed by you, and state who approved the purchase.

A reminder - My term as Treasurer ends on June 30. Interested persons should apply to me and/or Ed Best on the nominating committee. It is a very interesting job, at an important time for the future of Niles Canyon Railway and the start of our dream of a museum facility.

Thank you for your attention. Let me know if you have questions, comments, or aspirations toward the Board position of Treasurer.

Pat Stratton
Treasurer
treasurer@ncry.org
650-888-8619

Gift Shop News

-Patrice McDonald

Stop by to purchase the new ***Clover Valley Lumber Co. 4*** shirt celebrating its 100 years of service. These are going fast so get them while they last!

Pick up a new ***orange work shirt***! Available in short and long sleeves.

Show your support for Niles Canyon Railway by placing ***logo magnets*** on your car. Available in two sizes, 8" and 10" round.

You can also place special orders for ***jackets, windbreakers, denim shirts*** and ***polo shirts*** with embroidered Niles Canyon Railway logos.

Stop by the gift shop in the Sunol Depot or contact the gift shop directly by email giftshop@ncry.org



NILES CANYON RAILWAY



**2023 Train of Lights
wrap-up Meeting
& 2024 Planning**



**Saturday, May 4, 12:30 p.m.
Sunol Depot Gardens**

Parking available at the depot & picnic tables at the park,
or bring your own chair.

Let's talk about TOL 2023 & plan for 2024.

If unable to attend, please send your thoughts & ideas
station-agent@ncry.org

Brush Cutting

Mark Whitman

On Wednesday, February 21, we headed to the east end of the curve leaving Brightside. This is the location of a large oak tree that came down during the Train of Lights. The first evening the Train of Lights came out of that curve it ran into some branches of that oak tree. A small crew at the time was able to clear the tracks enough for further operations that night. In the following days, another small crew was able to clear up more of this tree debris. It was determined at that time that the much larger portion of the tree that was upslope was stable enough to remain until better weather.

To remove the substantial portion of the tree, we needed a locomotive to pull it off the slope. We were able to pull it down with the locomotive close enough to the tracks to be able to cut it up and chip it. We had a large crew that included Adam Weidenbach, Bob Pratt, Brad Jones, Doug Vanderlee, Greg Gleeson, Wes Van Osdol, Pat Stratton, Ron Thomas, Steve Knoech, and Mark Whitman.

On Saturday, February 24, we headed east of Bond Street to the storage siding to trim trees and brush that were hitting the cars and locomotives when we retrieved them. We were able to complete half of this project. The crew included Steve Knoech, Brad Jones, Jason Pate, Chris Campi, John Zielinski, Phil Edwards, Ron Thomas, and Mark Whitman.

Mark Whitman

**Railway Workers
Protection Class**

**April 13
9:00 am**

in the Whitehouse
to sign up for this class email:

traincrews@gmail.com

Beer on the Rails



PRESENTED BY THE



NILES CANYON RAILWAY

**\$69 per
person**
**Beer from
three
local
breweries**



**Two hour
train ride**
**Live music
on board!**
**Lunch
included**

May 5, August 4 & September 1, 2024

Departs Sunol Station at 1:00PM & returns at 3:00PM

6 Kilkare Road, Sunol, CA

Tickets only available online at ncry.org

Must be 21+ when boarding. ID required at ticket window for ticket pickup.

No outside food or beverages allowed. No children. No pets.

\$37 Designated Driver - Ride & lunch only ticket available too!

Non-alcoholic beverages available.

Plenty of parking at Sunol station.

Info: 510.996.8420 ncry.org



Proceeds from this event go to fund the programs & projects of the Niles Canyon Railway,
an all volunteer, non-profit railroad museum.



PACIFIC LOCOMOTIVE ASSOCIATION, INC.

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Hayward, CA
Permit No. 188

Time Sensitive Material



Chris Hauf photograph

#4 arrives triumphantly on the Sunol platform in front of the visitors, press, and other friends of the railroad who had mostly taken shelter under the Sunol depot awnings.